

The Honorable John C. Coughenour

UNITED STATES DISTRICT COURT  
WESTERN DISTRICT OF WASHINGTON  
AT SEATTLE

JOSEPH A. IOPPOLO; DAVID MCCRAY and  
SALLY MCCRAY, husband and wife; SCOTT  
KASEBURG and KATHRYN KASEBURG,  
husband and wife; CAR LOT LLC, a Washington  
limited liability company; FLOOR CRAFT  
BUILDING LLC, a Washington limited liability  
company; FREY REED BUILDING LLC, a  
Washington limited liability company; and  
WOODINVILLE LANDING LLC, a Washington  
limited liability company, for themselves and a  
Class of Similarly Situated Plaintiffs,

Plaintiffs,

vs.

PORT OF SEATTLE, a municipal corporation;  
PUGET SOUND ENERGY, INC., a Washington  
for profit corporation, KING COUNTY, a political  
subdivision of the State of Washington;  
CENTRAL PUGET SOUND REGIONAL  
TRANSIT AUTHORITY, a municipal  
corporation; and CASCADE WATER  
ALLIANCE, a municipal corporation,

Defendants.

No. 15-cv-00358 JCC

DECLARATION OF ERICA JACOBS

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(15-cv-00358 JCC) - 1

Daniel T. Satterberg, Prosecuting Attorney  
CIVIL DIVISION, Litigation Section  
900 King County Administration Building  
500 Fourth Avenue  
Seattle, Washington 98104  
(206) 296-0430 Fax (206) 296-8819

Erica Jacobs declares the following:

1. I have personal knowledge of the facts contained herein and am competent to testify thereto.

2. I am a Special Projects Manager III with the King County Parks and Recreation Division of the Department of Natural Resources and Parks (DNRP). I have worked for DNRP for the past 17 years. As a manager, my current responsibilities are to oversee trail planning, design, and implementation for the Eastside Rail Corridor ("Corridor"). I am familiar with current King County activities along the Corridor.

3. King County is at the very preliminary stages of developing a trail and has no immediate plans for any other uses of the Corridor. We are currently considering various alternatives and conducting environmental review.

4. The trail master plan is not expected to be complete until fall 2016. It is not final until adopted by the King County Council. King County is not able to move into *preliminary* design work until the master planning process has been completed.

5. At present, the portions of the Corridor where King County holds a property interest remain much as they were when BNSF stopped active rail operations. The tracks remain in place and King County has not yet constructed any improvements.

I declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct to the best of my knowledge.

Dated this 6<sup>th</sup> day of July, 2015 at Seattle, Washington

  
Erica Jacobs